

R E M A R K S

Reconsideration of this application, as amended, is respectfully requested.

THE CLAIMS

Claim 1 has been amended to clarify that the driving unit comprises a driving engine for driving only at least one rear wheel of the driving vehicle, and the driving motor drives only at least one front wheel of the driving vehicle, and that the driving engine defines a part of a first independent driving system and the driving motor defines a part of a second independent driving system which is independent of the first independent driving system.

In addition, claim 14 has been amended to correct a typographical error.

Still further, claim 17 has been amended to depend from claim 16 and to make a minor clarifying amendments.

It is respectfully submitted that the amendments to the claims are clarifying in nature only, and that no new matter has been added and that no new issues have been raised which require further consideration on the merits and/or a new search. Accordingly, it is respectfully requested that the amendments to the claims be approved and entered under 37 CFR 1.116.

THE DRAWINGS

Fig. 10 has been amended to correct the word "SHADED" to "SHARED" to correct a typographical error of which the undersigned has become aware. Submitted herewith are a corrected sheet of formal drawing which incorporates the amendment and an annotated sheet showing the changes made thereto. No new matter has been added, and it is respectfully requested that the amendment to Fig. 10 be approved and entered.

THE PRIOR ART REJECTION

Claims 1, 2, 12 and 13 were rejected under 35 USC 103 as being obvious in view of the combination of USP 4,762,191 ("Hagin et al") and USP 6,390,215 ("Kodama et al"), and claims 14-17 were rejected under 35 USC 103 as being obvious in view of the combination of Hagin et al, Kodama et al, and US 2002/0038730 ("Bidwell").

Re: Claims 1, 2, 12 and 13

According to the present invention as recited in clarified amended independent claim 1, the driving unit comprises a driving engine for driving only at least one rear wheel of the driving vehicle, and the driving motor (to which power is supplied by the detachable power supply section) drives only at least one front wheel of the driving vehicle. In addition, according to the

present invention as recited in clarified amended independent claim 1, the driving engine defines a part of a first independent driving system and the driving motor defines a part of a second independent driving system which is independent of (that is, separate from) the first independent driving system.

Thus, as recited in clarified independent claim 1, the driving engine defines a part of a first independent driving system and drives only the rear wheel(s) of the driving vehicle, while the driving motor defines a part of a second independent driving system and drives only the front wheel(s) of the driving vehicle.

As recognized by the Examiner, Hagin et al discloses an IC engine 7 which is operatively coupled to the rear axle 6 and an electric motor 9 which is operatively coupled to the drive axle 3. However, according to Hagin et al, the rear axle 6 is not driven by a driving engine which defines a driving system that is independent of a driving system defined by a driving motor which drives the front axle 3.

More specifically, according to Hagin et al the IC engine 7 is connected to the axle 6 via an axle transmission 8, and the electric motor 9 is connected to the axle 3 via an axle transmission 10. A universal joint shaft joints the axle transmissions 8 and 10. With this structure of Hagin et al, the rear axle 6 and the front axle 3 are driven using a driving

system including both the IC engine 7 and the electric motor 9, which may be driven in various modes as described in column 8 of Hagin et al depending on the operating environment of the vehicle. In other words, while according to Hagin et al one or the other of the IC engine 7 and electric motor 9 may be disconnected via a clutch (see, for example clutch A) so as not to be used to drive the vehicle during a given operating mode, the IC engine 7 and the electric motor 9 do not define independent (i.e., separate) driving systems via which the electric motor drives only the front axle and the IC engine drives only the rear axle. Indeed, the universal joint shaft 11, which connects the transmission for the electric motor 9 and the transmission for the IC engine 7 is an integral feature of the structure of the invention of Hagin et al.

Thus, it is respectfully submitted that Hagin et al does not disclose, teach or suggest the feature of the present invention as recited in clarified claim 1 whereby the driving unit comprises a driving engine for driving only at least one rear wheel of the driving vehicle, and the driving motor drives only at least one front wheel of the driving vehicle, and whereby the driving engine defines a part of a first independent driving system and the driving motor defines a part of a second independent driving system which is independent of (that is, separate from) the first independent driving system.

It is respectfully submitted, moreover, that Kodama et al, which has been cited for the disclosure of a removable power supply section, also clearly does not disclose, teach or suggest this feature of the present invention as recited in independent claim 1.

Accordingly, it is respectfully submitted that the present invention as recited in clarified independent claim 1, and claims 2, 12 and 13 depending therefrom, clearly patentably distinguishes over the combination of Hagin et al and Kodama et al under 35 USC 103.

Re: Claims 14-17

The Examiner acknowledges on page 4 of the Office Action that the combination of Hagin et al and Kodama et al does not disclose a power supply vehicle which comprises a second motor and is self-driven by the second motor. For this reason, the Examiner has relied on Bidwell to supply the missing teachings of Hagin et al and Kodama et al.

It is respectfully pointed out, however, that Bidwell relates to providing supplemental power to a human-powered vehicle such as a bicycle or scooter, and it is respectfully submitted that Bidwell clearly does not relate to providing a trailer to assist a vehicle that already has a driving unit and a motor, as recited in independent claim 14. Accordingly, it is

respectfully submitted that one of ordinary skill in the art would have no reason to turn to Bidwell to modify the teachings of Hagin et al and Kodama et al to achieve the structure of the present invention recited in independent claim 14.

In any event, it is respectfully pointed out that Bidwell does not, in fact, disclose, teach or suggest a power supply vehicle which may be self-driven. That is, according to Bidwell a trailer 100 is attached to a bicycle 102, and the trailer 100 is not self-supported in the absence of the bicycle 102. Accordingly, it is respectfully submitted that the trailer 100 disclosed by Bidwell is clearly not self-driven (i.e., capable of being driven without the bicycle 102). It is respectfully submitted, therefore, that even the combination of Bidwell with Hagin et al and Kodama et al does not disclose, teach or suggest the features of the present invention as recited in independent claim 14 whereby a power supply vehicle moves together with the driving vehicle and supplies power to the driving motor, wherein the power supply vehicle is detachably connected to the driving vehicle, and the power supply vehicle comprises a second motor and is self-driven by the second motor.

Accordingly, it is respectfully submitted that the present invention as recited in independent claim 14, and claims 15-17 depending therefrom, clearly patentably distinguishes over the

combination of Hagin et al, Kodama et al and Bidwell under
35 USC 103.

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In view of the foregoing, entry of this Amendment, allowance
of the claims and the passing of this application to issue are
respectfully solicited.

If the Examiner has any comments, questions, objections or
recommendations, the Examiner is invited to telephone the
undersigned for prompt action.

Respectfully submitted,

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10/11

FIG. 10

D, D3~D5

(SHARED)

	DRIVING MOTOR	DRIVING ENGINE+TM	GENERATOR+ GENERATING ENGINE	MINI-BATTERY FOR DRIVING MOTOR	REGENERATOR
DUMP TRUCK D3	○	○ (SHARED)	○	—	○
DUMP TRUCK D4	○	○ (INDEPENDENT)	○	—	○
DUMP TRUCK D5	○	—	—	○	○
⋮					

↕
FUEL CELL SYSTEM